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WASHINGTON LETTER.

WASHINGTON, DECEMBER 20, 1890.

THE UNITED STATES CENSUS.—The population of the United States (Alaska and whites in Indian Territory excepted), as finally determined, November 25, is 62,622,250; a difference of 141,710 from the statement of October 28. The enumerations are :

NORTH ATLANTIC DIVISION.

	1890.	1880.
Maine.....	661,086	648,936
New Hampshire.....	376,530	346,991
Vermont.....	332,422	332,286
Massachusetts.....	2,238,943	1,783,085
Rhode Island.....	345,506	276,531
Connecticut.....	746,258	622,700
New York.....	5,997,853	5,082,871
New Jersey.....	1,444,933	1,131,116
Pennsylvania.....	5,258,014	4,282,891
	<hr/> 17,401,545	<hr/> 14,507,407

SOUTH ATLANTIC DIVISION.

	1890.	1880.
Delaware.....	168,493	146,608
Maryland.....	1,042,390	934,943
Dist. of Columbia.....	230,392	177,624
Virginia.....	1,655,980	1,512,565
West Virginia.....	762,794	618,457
North Carolina.....	1,617,947	1,399,750
South Carolina.....	1,151,149	995,577
Georgia.....	1,837,353	1,542,180
Florida.....	391,422	269,493
	<hr/> 8,857,960	<hr/> 7,597,197

NORTHERN CENTRAL DIVISION.

	1890.	1880.
Ohio.....	3,672,306	3,198,062
Indiana.....	2,193,404	1,978,301
Illinois.....	3,826,351	3,077,871
Michigan.....	2,093,889	1,636,937
Wisconsin.....	1,686,880	1,315,497
Minnesota.....	1,301,826	780,773
Iowa.....	1,911,896	1,624,615
Missouri.....	2,679,104	2,168,380
North Dakota.....	182,709	36,909
South Dakota.....	328,808	98,268
Nebraska.....	1,058,010	452,402
Kansas.....	1,427,096	996,096
	<hr/> 22,362,279	<hr/> 17,364,111

SOUTHERN CENTRAL DIVISION.

	1890.	1880.
Kentucky.....	1,858,635	1,648,690
Tennessee.....	1,767,518	1,542,359
Alabama.....	1,513,017	1,262,505
Mississippi.....	1,289,600	1,131,597
Louisiana.....	1,118,587	939,946
Texas.....	2,235,523	1,591,749
Indian Territory.....
Oklahoma.....	61,834
Arkansas.....	1,128,179	802,525
	<hr/> 10,972,893	<hr/> 8,919,371

WESTERN DIVISION.

	1890.	1880.
Montana.....	132,159	39,159
Wyoming.....	60,705	20,789
Colorado.....	412,198	194,327
New Mexico.....	153,593	119,565
Arizona.....	59,620	40,440
Utah.....	207,905	143,963
Nevada.....	45,761	62,266
Idaho.....	84,385	32,610
Alaska.....
Washington.....	349,390	75,116
Oregon.....	313,767	174,768
California.....	1,208,130	864,694
	<hr/> 3,027,613	<hr/> 1,767,697

Statistics are not yet available for exhibiting the sources of abnormal increment in some of the States.

The average increase of population in the north and south Atlantic divisions from 1880 to 1890 is 18 per cent. ; in the northern and southern central divisions, 25.65 per cent., and in the western division 70.22 per cent.; or, combining the northern and southern central with the western division, 40.52 per cent.

In the decade from 1870 to 1880 the average increase was: in the north and south Atlantic divisions, 23.87 per cent., in the northern and southern central divisions, 36.19 per cent., and in the western division, 78.46 per cent.; or, combining the three latter, 50.28 per cent.

The absolute increase of the population between 1880 and 1890 was 12,466,467, and the percentage of increase was 24.85. Between 1870 and 1880 the percentage of increase was 30.08. In explanation of this unfavorable, or, popularly speaking, disappointing showing, the Superintendent of the census claims that the census of 1870 was inaccurately taken in the southern States, and that the total population at that date was at least 40,000,000, instead of 38,558,371. Mr. Walker, who was Superintendent of the census of 1880, made a statement at the recent meeting of the National Academy of Sciences regarding the probable amount of error in the enumeration of the colored people of the South in 1870. From the best figures he could obtain, he said it was far from being 1,500,000 out of the way, or even a large proportion of that sum. By a series of computations he explained that the true figures would be between 5,200,000 and 5,400,000, instead of 4,880,000

as returned, and the probable error, therefore, between 320,000 or 520,000, instead of 1,500,000.

The relative rank and changes of rank from 1880 are as follows :

1890.	1880.
1. New York.	1. New York.
2. Pennsylvania.	2. Pennsylvania.
3. Illinois.	3. Ohio.
4. Ohio.	4. Illinois.
5. Missouri.	5. Missouri.
6. Massachusetts.	6. Indiana.
7. Texas.	7. Massachusetts.
8. Indiana.	8. Kentucky.
9. Michigan.	9. Michigan.
10. Iowa.	10. Iowa.
11. Kentucky.	11. Texas.
12. Georgia.	12. Tennessee.
13. Tennessee.	13. Georgia.
14. Wisconsin.	14. Virginia.
15. Virginia.	15. North Carolina.
16. North Carolina.	16. Wisconsin.
17. Alabama.	17. Alabama.
18. New Jersey.	18. Mississippi.
19. Kansas.	19. New Jersey.
20. Minnesota.	20. Kansas.
21. Mississippi.	21. South Carolina.
22. California.	22. Louisiana.
23. South Carolina.	23. Maryland.
24. Arkansas.	24. California.
25. Louisiana.	25. Arkansas.
26. Nebraska.	26. Minnesota.
27. Maryland.	27. Maine.
28. West Virginia.	28. Connecticut.
29. Connecticut.	29. West Virginia.
30. Maine.	30. Nebraska.
31. Colorado.	31. New Hampshire.
32. Florida.	32. Vermont.
33. New Hampshire.	33. Rhode Island.
34. Washington.	34. Florida.
35. Rhode Island.	35. Colorado.

1890.	1880.
36. Vermont.	36. District of Columbia.
37. South Dakota.	37. Oregon.
38. Oregon.	38. Delaware.
39. District of Columbia.	39. Utah.
40. Utah.	40. Dakota.
41. North Dakota.	41. New Mexico.
42. Delaware.	42. Washington.
43. New Mexico.	43. Nevada.
44. Montana.	44. Arizona.
45. Idaho.	45. Montana.
46. Oklahoma.	46. Idaho.
47. Wyoming.	47. Wyoming.
48. Arizona.	
49. Nevada.	

Seven States, viz.: New York, Pennsylvania, Missouri, Michigan, Iowa, Alabama and Wyoming retain the positions they had in 1880. The most marked changes are those of Texas, which rises from No. 11 to 7; Minnesota, from 27 to 20; Nebraska, from 30 to 26; Colorado, from 35 to 31; Washington, from 42 to 34; Vermont and Nevada drop six points each; Maryland, Delaware and Arizona, four each, and Kentucky, three.

The following table exhibits the rank of the thirteen original States in 1790 and 1890:

1790.	1890.
1. Virginia.	15. Virginia.
2. Pennsylvania.	2. Pennsylvania.
3. North Carolina.	16. North Carolina.
4. Massachusetts.	6. Massachusetts.
5. New York.	1. New York.
6. Maryland.	27. Maryland.
7. South Carolina.	23. South Carolina.
8. Connecticut.	29. Connecticut.
9. New Jersey.	18. New Jersey.
10. New Hampshire.	33. New Hampshire.
11. Georgia.	12. Georgia.
12. Rhode Island.	35. Rhode Island.
13. Delaware.	42. Delaware.

The work of establishing the population of the minor civil divisions of the country is well under way, and a Bulletin, containing the population of all cities and towns of 2,500 and over, is now in the hands of the printer. It will be followed immediately by a third Bulletin giving the population for each State in detail for all civil divisions of whatever size. It is stated that the returns will exhibit an unusual migration of the agricultural population to the cities, a gain in fact of no less than sixty per cent. in ten years.

Some of the most conspicuous features gathered by the eleventh census, and announced in preliminary statements, subject to final revision, deserve attention :

United States debt : The Government paid off \$999,141,205.15 of its debt in ten years, or more than one-half of the indebtedness as it existed in 1880. It now owes (Dec. 1, 1890) \$873,435,939.66—considerably less than the sum paid in ten years.

State debts : The States paid off debts to the amount of \$72,163,985.05 and now owe \$132,336,689.44, as against \$204,500,674.49 in 1880.

County debts have increased from \$125,621,455, in 1880, to \$145,693,840, in 1890 ; but sinking funds, cash and other available resources reduce that sum to \$115,224,885.

Municipal debts : The total of municipal debts in 1880 was \$695,494,741, and in 1890, \$745,919,786 ; but the sinking funds had increased from \$115,158,742 to \$147,181,191 ; 779 cities in 1880 reported debt in excess of resources amounting to \$502,267,198 ; in 1890, 746 cities reported \$469,788,951. But 112 cities reported resources of \$14,415,011 in excess of debt as against 79

cities reporting in 1880 \$1,116,239 in excess. The reduction in annual interest charges has been \$3,045,740. The rate of interest on municipal debts has fallen in the New England, Middle and Western States, and increased in the Southern States. Of the total debt, 96 per cent. is bonded.

Production: The production of pig-iron during the year ending June 30, 1890, aggregated 9,579,779 tons (of 2,000 pounds) as compared with 3,781,021 tons produced in 1879-80, and 2,052,821 in 1869-70. The Southern States produced 1,780,909 tons of the 1889-90 aggregate, of which one half came from Alabama. The United States is probably to day the leading producer of pig-iron in the world. The total production of steel in the form of ingots and direct castings aggregates 4,466,926 tons in 1889-90 as against 1,145,711 tons in 1879-80. The production of Bessemer steel rails has increased in the same period from 741,475 to 2,036,654 tons. There are steel works in nineteen States, Pennsylvania continuing to occupy the position of leading producer, with 62 per cent. of the product. Illinois is second in rank, and Ohio, third; although the increase in the latter State nearly equalled that of Pennsylvania. Steel manufacture has been abandoned in Rhode Island and Vermont.

In the case of the following industries special reports will be made by expert special agents charged with this duty as noted in each case:

Chemical industry, Henry Bower, of Philadelphia, Pa.

Clay and pottery products, Henry T. Cook, of Trenton, N. J.

Coke and glass, Joseph D. Weeks, of Pittsburgh, Pa.

Cotton goods, Edward Stanwood, of Boston, Mass.

Distilled spirits used in the arts, manufactures and in medicine, Henry Bower, of Philadelphia, Pa.

Electrical apparatus and appliances, their manufacture and uses, Allen R. Foote, of Washington, D. C.

Manufactured gas, George W. Graeff, Jr., of Philadelphia, Pa.

Iron and steel, William M. Sweet, of Philadelphia, Pa.

Mixed textiles, Peter T. Wood, of Newark, N. J.

Printing, publishing, and periodical press, S. D. N. North, of Boston, Mass.

Salt, Henry Bower, of Philadelphia, Pa.

Ship-building, Charles E. Taft of Little Rock, Ark.

Silk and silk goods, Byron Rose, of New York City.

Wool and worsted, S. D. N. North, of Boston, Mass.

The following is a list of those in charge of the general divisions of the census work :

Geography, Henry Gannett.

Population, William C. Hunt.

Vital statistics, Dr. John S. Billings.

Church statistics, Dr. Henry K. Carroll.

Educational statistics, James N. Blodgett.

Pauperism and crime, Rev. Fred. N. Wines.

Wealth, debt and taxation, T. Campbell-Copeland.

National and State finances, J. K. Upton.

Farms, homes and mortgages, George K. Holmes, John S. Lord, and John D. Leland.

Agriculture, John Hyde and Mortimer Whitehead.

Manufactures, Frank R. Williams.

Mines and mining, David T. Day.
Fish and fisheries, Charles W. Smiley.
Transportation, Prof. Henry C. Adams.
Insurance, Charles A. Jenney.
Statistics of special classes, Dr. John S. Billings.
Alaska, Ivan Petroff.
Statistics of Indians, Thomas Donaldson.
Social statistics of cities, Harry Tiffany.
Accounts of farms, homes and mortgages, Charles L. Curtiss.

It is the intention to publish, in connection with the census volumes, a new Statistical Atlas of the United States, which shall show by a series of maps and diagrams not only the progress of the country for the last decade, but for the century.

The report on Vital Statistics bids fair to be of more value to the country and to scientific inquiry than any heretofore prepared. The Superintendent says: "By far the greater portion of the work has been upon special inquiries outside the census year, but of the highest importance and value, consisting in part of the collection of data from the records of local boards of health during the five years immediately preceding the census year. The places selected for this inquiry were the cities of Baltimore, Boston, Brooklyn, Chicago, Cincinnati, New York, Philadelphia, St. Louis, the District of Columbia, and the whole of New Jersey."

A special inquiry of the Vital Statistics division concerns matters relating to Hebrew families throughout the United States.

Another special investigation decided upon is in the line of horticulture, including nurseries, florists, and

farms, truck farms and semi-tropic fruits ; also, a census of farmers' organizations. It is thought that this enumeration will account for at least twenty-five thousand organizations.

The publications of the Census Office for general distribution consist thus far of a series of *Bulletins*, in semi-quarto form, which are best described by citing their titles, viz.:

No. 1. Feb. 10, 1890. List of supervisors' districts.

“ 2. Dec. 20, 1889. List of aquatic animals which are sought by fishermen. (The office has published also a dictionary of fishes, prepared by Mr. C. W. Smiley.)

“ 3. March 1, 1890. List of industries, the collection of the statistics of which has been withdrawn from enumerators, and assigned to experts.

“ 4. April 23. Names and addresses of supervisors.

“ 5. May 15. Statement of the character of the inquiries in relation to recorded indebtedness of private individuals and corporations.

“ 6. Aug. 4. Financial condition of counties, by T. Campbell-Copeland. (With symbolic maps to illustrate the geographical distribution of county debt and available resources.)

“ 7. Aug. 6. Indebtedness of States in 1880 and 1890, by J. K. Upton.

“ 8. Aug. 8. Product and value of Slate Mining, by Wm. C. Day.

“ 9. Aug. 20. Production of Pig-iron, by Frank R. Williams.

“ 10. Aug. 22. Statistics of Quicksilver, by J. B. Randall.

- “ 11. Aug. 23. Rapid Transit in Cities, by Charles H. Cooley.
- “ 12. Oct. 30. Population of the United States, by States and Territories.
- “ 13. Oct. 31. Production of Steel, by William M. Sweet.
- “ 14. Nov. 4. Financial Condition of Municipalities, by T. Campbell-Copeland.
- “ 15. Nov. 7. Progress Report on the Census of Alaska, by Ivan Petroff.

PAN-AMERICAN CONFERENCE :—*Results.* Among the recommendations of the recent Conference of American Republics, was the following :

Resolved : That the Governments here represented shall unite for the establishment of an American International Bureau, for the collection, tabulation, and publication, in the English, Spanish, and Portuguese languages, of information as to the productions and commerce, and as to the customs, laws, and regulations of their respective countries ; such bureau to be maintained in one of the countries for the common benefit and at the common expense, and to furnish to all the other countries such commercial statistics and other useful information as may be contributed to it by any of the American republics. That the Committee on Customs regulations be authorized and instructed to furnish to the Conference a plan of organization and a scheme for the practical work of the proposed bureau.

In accordance with this resolution the committee, which consisted of Messrs. José Alfonso, M. Romero, N. Bolet Peraza, Salvador de Mendonça, H. G. Davis and Charles R. Flint, submitted a series of recommen-

dations. Among others: That the countries represented shall form an association under the title of "The International Union of American Republics for the prompt collection and distribution of commercial information." That the International Union shall be represented by a bureau in Washington, under the supervision of the Secretary of State. That this bureau shall be called "The Commercial Bureau of the American Republics," and that its organ shall be a publication to be entitled "Bulletin of the Commercial Bureau of the American Republics." That the contents of the Bulletin shall consist of existing customs tariffs; regulations affecting the entrance and clearance of vessels and the importation and exportation of merchandise; quotations from commercial and parcel-post treaties; statistics of external commerce and domestic products. That the Bureau shall at all times be available as a medium of communication for persons applying for reasonable information in regard to customs tariffs and regulations, and to the commerce and navigation of the American republics. That the expense of maintaining the Bureau shall be borne proportionately by the several Governments represented in the Union, the first assessment being as follows:

Countries.	Population.	Tax.	Countries.	Population.	Tax.
Hayti.....	500,000	\$187.50	Honduras.....	350,000	\$131.25
Nicaragua.....	200,000	75.00	Mexico.....	10,400,000	3,900.00
Peru.....	2,600,000	975.00	Bolivia.....	1,200,000	450.00
Guatemala.....	1,400,000	525.00	United States...	50,150,000	18,806.25
Uruguay.....	600,000	225.00	Venezuela.....	2,200,000	825.00
Colombia.....	3,900,000	1,462.50	Chili.....	2,500,000	937.50
Argentina.....	3,900,000	1,462.50	Salvador.....	650,000	243.75
Costa Rica.....	200,000	75.00	Ecuador.....	1,000,000	375.00
Paraguay.....	250,000	93.75			
Brazil.....	14,000,000	5,250.00	Total.....	96,000,000	36,000.00

That modifications of plans may be made by the vote of a majority of the members of the Union ; and finally that the Union shall continue in force during ten years, and thereafter for successive period of ten years each, unless, twelve months before the expiration of any ten years' period, a majority of members officially notify the Secretary of State of their wish to terminate it.

In pursuance of these recommendations of the Conference the following appropriation was agreed to at the last session of Congress :

For the organization and establishment, under the direction of the Secretary of State, of " The International Union of American Republics for the prompt collection and distribution of commercial information," thirty-six thousand dollars, and the sums contributed by other American Republics for this purpose, when collected, shall be covered into the Treasury.

The Secretary of State has already organized the Commercial Bureau of American Republics in accordance with the recommendations of the Conference. Mr. William E. Curtiss is director, assisted by Dr. José I. Rodrigues, Carlos Federico Adams Michelena, Ricardo Villafranca, and J. C. Redmon. Headquarters at 2 Lafayette Square, Washington, D. C. The Bureau is now preparing (1) a glossary of commercial terms that have different meanings in different countries. It will contain all the equivocal names with their local synonyms in parallel columns ; in all, about 8,000 words ; (2) a compilation of the tariffs of American Republics by articles ; (3) a series of Bulletins in three languages, containing sketches of the staples of these countries, some account of the articles of merchandise

which they import, and others of which they stand in need.

Another recommendation of the Conference which, to the extent of consideration at least, received the approval of Congress, is the establishment of an international American monetary union, and as a basis of this union an international coin or coins of uniform weight and fineness, which may be used in all the countries represented in the Conference. The opinion was declared and adopted that great advantages would accrue to the commerce between the nations of this continent by the use of a coin or coins that would be current at the same value in all the countries represented, and that to give effect to this recommendation a commission composed of one delegate or more from each nation represented should meet in Washington to consider the quantity, the kind of currency, the uses it shall have, and the value and proportion of the international silver coin or coins, and their relations to gold.

Congress authorized the President to invite the governments of the several American republics and the Hawaiian kingdom to send delegates, and also to appoint three to represent the United States in the Commission. The latter have not yet been appointed. This Monetary Union will assemble in Washington on the first Wednesday of January next. The sum of fifteen thousand dollars has been appropriated to pay expenses.

Still another recommendation of the Conference which has been sanctioned by Congress, is the project for a preliminary survey of a route for an inter-continental line of railroad to connect the systems of North America with those of the Southern continent, to be con-

ducted under the direction of a board of commissioners representing the several American republics; the expense to be shared by the several nations of the hemisphere in proportion to their respective populations. The proportion to be borne by the United States is found to be \$65,000; which amount Congress appropriated, and at the same time authorized the President to appoint three members of the "Continental Railway Commission" to represent the United States. The commissioners appointed are Alexander J. Cassatt of Pennsylvania, George M. Pullman of Illinois, and Henry G. Davis of West Virginia. Headquarters at Washington. A meeting for organization was called for December 4th.

The fundamental idea of this undertaking is, that in order to develop the growth of material interests, there should be a railroad connecting all the nations of the American continent. That the railroad should connect the principal cities lying in the vicinity of its route, and by branch lines, when cities are not on the direct line.

As is already well known, existing railways will be utilized as far as practicable. Where the results of a survey demonstrate the advisability of a railroad, proposals for construction may be solicited, such construction, as well as the management and operation of the line, to be at the expense of the concessionaires. It has been stated that the complete development of this undertaking is no more formidable than was the construction of the railways to the Pacific across the North American continent.

Mr. George H. Coryell, a well-known civil engineer, says that the talk of a road along the Caribbean sea,

down through the eastern part of Yucatan, Honduras, Nicaragua, and to Costa Rica is all wrong. The shortest, most economical, and in every way most desirable route is along the foot-hills of the great mountain chain that lies but a short distance back from the Pacific coast. This route would also touch most of the principal cities, and the cost of construction would be much less than would be spent in the other plan. Along the eastern coast the country for nearly the whole distance, for miles back from the sea, is swampy and pestilential. From Mexico to Tehuantepec, according to Mr. Coryell, where the line runs through the Sierra Madre mountains, is the only portion of the route where any heavy work will be required. The Mexican Government is already at work on a line from Mexico to Oaxaca, two-thirds of the distance from Mexico to Tehuantepec, and this will leave about 125 miles of road to be constructed from Oaxaca to Tehuantepec. The rest of the distance down from the isthmus into South America, where it is designed to connect with South American republics' system is comparatively plain sailing. The distance is about 1,400 miles, and the estimated cost of building the road is \$10,000,000.

The most important political question unfolded by the Conference would seem to be that of reciprocity. The discussion of this question in and out of Congress, following the memorable letter of the Secretary of State, is so recent and familiar that it need only be referred to here as the key to certain legislation which was engrafted on the recently enacted tariff. *Section 3* provides: "That with a view to secure reciprocal trade with countries producing the following articles, and for

this purpose, on and after January 1, 1892, whenever, and so often as the President shall be satisfied that the government of any country producing and exporting sugar, molasses, coffee, tea, and hides, raw and uncured, or any of such articles, imposes duties or other exactions upon the agricultural or other products of the United States, which in view of the free introduction of such sugar, molasses, coffee, tea, and hides into the United States he may deem to be reciprocally unequal and unreasonable, he shall have the power, and it shall be his duty to suspend, by proclamation to that effect, the provisions of this act relating to the free introduction of sugar, molasses, coffee, tea, and hides, the production of such country, for such time as he shall deem just, and in such case and during such suspension duties shall be levied, collected and paid upon sugar, molasses, coffee, tea, and hides, the product of or exported from such designated country as follows" (a list of duties to be imposed).

It is stated in the letter of the Secretary of State (Sen. Ex. Doc. No. 158, 51st Cong., 1st. sess.) that fifteen of the seventeen republics with which we have been in conference have indicated their desire to enter upon reciprocal commercial relations with the United States; the remaining two expressing equal willingness, could they be assured that their advances would be favorably considered.

A NEW MARINE BOARD.—The late International Marine Conference discussed the following resolution :

Resolved: That the Conference recommends that the advisability of a Bureau of Maritime Information should be considered by the governments of the maritime nations.

The understanding was, that the proposed bureau should consider and recommend for experiment all apparatus and appliances for marine use ; such as life-saving appliances, systems of running lights, sound signals, etc.

After a discussion lasting somewhat over a day and a half, it was decided not to recommend the establishment of such a bureau ; and the reason for the non-support of the measure was the fact that most of the Great Powers have already bureaus of this nature.

But the delegation of the United States voting in the affirmative on this resolution, thereupon in order to provide for the discharge of such functions in this country recommended, "that immediate steps be taken for the establishment, with headquarters at Washington, of a Board to have charge and general superintendence of matters relating to merchant vessels and seamen ; said Board to be under the Treasury Department, and to be composed of the Supervising Inspector of steam-vessels, the Commissioner of Navigation, the Surgeon-General of the Marine Hospital Service, the Superintendent of the Life-Saving Service, two Navy officers, five experts, and an Admiralty lawyer* ; the idea being to combine into one board the several bureaus now charged with the execution of duties relating to marine affairs ; thereby securing unity of action and efficient results without loss of energy resulting from separate effort by different bureaus on the same matters.

The reasons which constrained the American delegates to make this recommendation are so unfamiliar, if not indeed startling, that they abundantly substantiate

*Proceedings Internat. Marine Conference, Vol. 3, p. 495.

their conclusions as well as the subsequent action of the Treasury Department. They said: "While the laws regarding the Government inspection of *steam-vessels* may be assumed to insure upon them the necessary security of life and property at sea so far as strength of the vessels, proper equipment, etc., are concerned, no such provisions exist by law with regard to sailing vessels. A totally unseaworthy sailing vessel may put to sea at the risk of all lives and property on board: furthermore, she may be overladen and utterly deficient in necessary equipment for the safety of her crew and passengers in case of accident, such as boats, life-rafts, life-preservers, pumps, etc., or fire extinguishing apparatus. This condition of things exists, notwithstanding the fact that the number of sailing vessels belonging to the United States is nearly three times as great as the number of steamers, and the tonnage of sailing craft exceeds that of steamers by more than 300,000 tons. The number of casualties occurring to sailing vessels during 1888, was twice as great as those occurring to steamers, and the lives lost on board sailing vessels were three times as many as those lost on board steamers, although the majority of passengers are carried on board steamers.*

The recommendation of the American delegates was brought more directly to the attention of the Executive Departments by the action of Congress in passing at the last session a concurrent resolution directing "the Secretary of State, the Secretary of the Treasury, the Secretary of War, and the Secretary of the Navy to examine the report and resolutions of the dele

* Proceedings Internat. Marine Conference, vol. 3, p. 496.

gates of the United States in the late International Marine Conference, and to prepare and submit to Congress bills for the enactment into law of said resolutions."

Thereupon the acting Secretary of the Treasury (Mr. Spalding) in behalf of that department constituted and appointed a committee of Treasury officials to consider the recommendations. The committee organized, and invited in conference, representatives of different marine interests.

Mr. Goodrich, representing the Maritime Association, spoke in favor of organizing a board of trade or commerce, such as has been established by Great Britain. His reason for this was that all the bureaus of this Government relating to the merchant marine were scattered through the various departments and worked separately. He favored bringing them together under one head. President Miller, representing the National Board of Steamboat Navigation, favored such a board. Mr. Mink, chairman of the same association, suggested that the water interests of the United States be harmonized in a committee, not permanent, but subject to the call of the Treasury Committee, to be composed of the several heads of marine bureaus of the Government and six experts in marine affairs. Mr. Mosley of the Atlantic Marine Insurance Company of New York, and Mr. Lyle of the Ohio and Mississippi River Navigation Company, concurred in these views. Mr. Edmunds, representing the Vessel Owners and Captains' Association, opposed the establishment of the proposed board unless the majority of its members were sailing men. Mr. Lawrence of the same association favored the

establishment of the board proposed. Mr. Cook, of the Vessel Owners and Captains' Association, wanted the board to be composed entirely of officers of the Government. Dr. Hamilton, of the Marine Hospital Service, suggested that the board be composed of Government officers alone and that they call upon outsiders for information (as was being done at present) whenever they wished, and that those called be allowed per diem and travelling expenses. This suggestion met with general approval. Mr. Goodrich proposed that a committee draft a bill to be submitted to the different marine associations for their opinion.

The committee subsequently submitted a report to the Secretary of the Treasury, with a draft of a bill to be submitted to Congress. The committee did not agree with the recommendations of the Marine Conference delegates that five members of the Board should be experts in matters relating to the merchant marine, and that an admiralty lawyer, etc., should be *ex-officio* member. The bill provides that there shall be in the Department of the Treasury a Marine Board, which shall consist of one of the Assistant Secretaries of the Treasury, to be designated by the Secretary of the Treasury, who shall be *ex-officio* chairman of the Board, and the following officers, who shall be *ex-officio* members: The chairman of the Light-House Board, the Supervising Inspector-General of Steam-vessels, the Surgeon-General of the Marine Hospital Service, the General Superintendent of the Life-Saving Service, the Commissioner of Navigation, the Superintendent of the Coast and Geodetic Survey, the Chief Hydrographer of the Navy. These offices are now held respectively by Rear-Admiral

David B. Harmony, James A. Dumont, Dr. John B. Hamilton, Sumner I. Kimball, William Bates, Thomas C. Mendenhall, and Lieut. Richardson Clover, Acting Hydrographer.

None of the members of the board shall receive any additional compensation by reason of any services performed under the act, but shall receive mileage at the rate of eight cents per mile when travelling under official orders. The board is to meet for organization within sixty days from the passage of the act, and thereafter quarterly, and at such other times as the Secretary shall direct for joint consultation and recommendation to the Secretary of the Treasury, for presentation by him to Congress of any changes in existing laws, or enactment of new ones, as in their judgment may seem necessary for the protection of the interests of the Government, and the benefit and improvement of the merchant marine, or for the relief of the merchant marine from any illegal, harsh, or unreasonable laws operating to its detriment, and for the transaction of any other business that may properly come before it. The board may, for its information and use, take the examination, or receive the statements in writing of persons of practical knowledge and experience in the building, repairing and navigation of vessels, and in the business management of the merchant marine of the United States, and of the authorized representatives of all organized bodies connected therewith; it shall have supervision of all laws affecting the merchant marine not assigned by law to any other branch or bureau of the Government, and the Secretary of the Treasury shall upon the recommendation of the board, if he approves, assign to either of the

bureaus, or offices under the charge of either of the *ex-officio* members of the board, the execution of any provisions of law relating to the merchant marine not otherwise assigned. The board shall collect all information and intelligence available affecting maritime interests, and from time to time shall publish for the benefit of the Government and of the merchant marine so much of the same as shall be deemed useful ; and all officers of the Government having in their possession at any time such information are directed to furnish the same to the Marine Board when not incompatible with the public interests.

UNITED STATES BOARD ON GEOGRAPHIC NAMES.—The circumstances which gave rise to this Board and the details of its organization were quite minutely stated in my Letters of July and October last. Professor Mendenhall, the Chairman of the Board, in a prefatory note to the first Bulletin gives some additional data, which are sufficiently interesting to recite here in order to explain more fully the careful and critical examination of the questions with which the Board has to deal. He says : “ In disposing of any question which is brought to the attention of the Board the following plan is pursued : It is first referred to the Executive Committee, consisting at present of Mr. Henry Gannett of the U. S. Geological Survey, Lieut. Richardson Clover, U. S. Navy, and Mr. Herbert G. Ogden, U. S. Coast and Geodetic Survey. This committee is charged with the thorough investigation of the question, and is expected to consult all known authorities and to make use of such assistance as it may find anywhere available. A *résumé* of the results of such investigations, together with a recom-

mendation, is made to the Board at a regular meeting, and after discussion the decision is reached by a vote." He says further: "The Board is already greatly indebted to several correspondents for aid in reaching the decisions published in this Bulletin, notably in the case of the long list of Alaska names, concerning which most of the best authorities on Alaska in this country have been consulted. It desires to continue to receive the assistance of all geographers, historians, and other scholars interested in geographic nomenclature, and will be pleased to receive communications from such at any time. While it cannot hope to be infallible in its decisions, it trusts that with such assistance its mistakes may be few, and that it may succeed in bringing to orderly uniformity the great confusion in nomenclature which now exists in government publications. Although its functions are purely those of a Government Board, and its decisions binding on Government officers only, it may not be improper to express a hope that they may also be followed by the public in general, especially the map and text-book publishers, and to this end copies of the bulletins, which will be issued from time to time as occasion demands, will be sent, as far as possible, to all requesting them."

Lieut. Richardson Clover, Hydrographic Office, Navy Department, is the Secretary of the Board, to whom all communications may be addressed.

The following principles have been adopted by the Board for guidance in determining the official form or rendering of geographical names.

1. That spelling and pronunciation which is sanctioned by local usage should in general be adopted.

2. Where names have been changed or corrupted, and such changes or corruptions have become established by local usage, it is not in general advisable to attempt to restore the original form.

3. In cases where what was evidently originally the same word appears with various spellings sanctioned by local usage ; when applied to different features, these various spellings should be regarded as in effect different names, and that, as a rule, it is inadvisable to attempt to produce uniformity.

4. When a choice is offered between two names or more for the same place or locality, all sanctioned by local usage, that which is most appropriate and euphonious should be adopted.

5. The possessive form should be avoided, whenever it can be done without destroying the euphony of the name or changing its descriptive application.

6. Geographic names in countries that use the Roman character should be rendered in the form adopted by the country having jurisdiction, except when there are English equivalents already fixed by usage. In cases where the English equivalent is so different from the national form, that the identity of the latter with the former might not be recognized, both forms may be given.

7. The spelling of geographic names that require transliteration into Roman characters should represent the principal sounds of the word as pronounced in the native tongue, in accordance with the sounds of the letters in the following system. An approximation only to the true sound is aimed at in this system. The vowels are to be pronounced as in Italian and on the con-

continent of Europe generally, and consonants as in English (Table of Letters, Sounds, and Examples omitted).

Appended is a list of some of the decisions of the Board extracted, from Bulletin No. 1, dated December, 1890.

Note.—Names adopted in HEAVY FACE lower case type, the discarded form in *italics*.

Akun, Alaska. *Akhun, Akoun, Akan.*

Alaska Peninsula. *Aliaska, Aliashka.*

Amchitka Island, Alaska. *Amitkhitka, Amtchitka.*

Amukta Island, Alaska. *Amoughta, Amoukhta, Amuchta.*

Anacostia River, District of Columbia. *Eastern Branch.*

Andreafski Fort, on Yukon River, Alaska. *Andreiefski, Andreivsky, Andreaivsky.*

Andreanof Islands, Aleutian Islands, Alaska. *Andreanov, Andreanowsky.*

Aniak-chak Bay, East side Alaska Peninsula. *Aniakcha.*

Annobon, Island in Gulf of Guinea, West Africa. *Annabon, Anno Bon, Anno Bom.*

Assini, West Africa. *Assinie, Assinia.*

Attu Island, Alaska. *Attoo, Attou.*

Augustine Island, North of Cape Douglas, East Coast of Alaska Peninsula. *Augustin, Chernaboura.*

Baluchistan, India. *Beloochistan, Belouchistan, Baloachistan, Belutchistan.*

Barbados Island. In West Indies. *Barbadoes.*

Barstow Rock, Coast of Massachusetts. *Barstows Rock, Barslow.*

Becharof Lake, Alaska Peninsula. *Botcharoff, Bochonoff, Rochanoff.*

Bering Sea, Alaska. *Behring, Behrings.*

Big Diomedé Island, In Bering Strait. *Ratmanoff, Ratmanof, Noo nar-book.*

Bogoslof Island, West of Unalaska. *Bogoslov.*

Buckland River, into Kotzebue Sound, Alaska. *Kunguk.*

Buen Ayre, Island in Caribbean Sea. *Bonaire.*

Chile, South America. *Chili.*

Chilkat, River and Pass, Alaska. *Chilcat.*

Chilkoot, Village and Pass, Alaska. *Chilkut.*

Chiniak Bay, North-east of Kadiak, Alaska. *Chiniatskov.*

Dall Point, south of Cape Romanzof. *Cape Dall.*

Deadman Point, Maine. *Deadman's Point.*

Fiji Islands, South Pacific. *Feejee, Viti, Fidschi.*

Guadeloupe Island, West Indies. *Gaudeloupe.*

Haiti, Republic in West Indies. *Hayti.*

Helgoland, Island in North Sea. *Heligoland.*

Hudson Bay, Canada. *Hudson's Bay.*

Isla de Pinos, West Indies. *Isle of Pines, Pinos Island.*

Kadiak Island, Alaska. *Kodiak.*

Kongo, River and State, West Africa. *Congo.*

Little Diomedé Island, Alaska. *Ignalook, Kru-senstern.*

Lynn Canal, Alaska. *Lynn Channel.*

Magdalen Island, Hudson River. *Slippe Stein.*

Oudh, British India. *Oude.*

Point Arena, Coast of Chili. *Punta Arenas.*

Pribilof Island, Alaska. *Pribyloff.*

Puerto Rico, Island in West Indies. *Porto Rico.*

Saint Croix, Island and Town, West Indies. *Santa Cruz.*

Salvador, Central America. *San Salvador.*

Sorrento Harbor, Coast of Maine. *Point Harbor.*

Stikine River, Alaska. *Stikeen.*

Unalaska Island, Alaska.. *Ounalashka, Unalashka, Oonalaska, Ooanalashka.*

The Bulletin contains a list of two hundred and twenty-six corrected names.

DR. JOHN B. HAMILTON'S PLAN FOR REGULATING IMMIGRATION.*—That every person intending to emigrate to the United States shall have a certificate from an American consul setting forth that he has not been convicted of any crime nor been a public charge or received public assistance, and that he is suffering from no contagious or chronic disease or disability. Satisfactory evidence of these conditions must be supplied by every intending emigrant, and filed in the consular office.

Dr. Hamilton recently visited the principal ports of embarkation of emigrants bound for the United States, and as a result of his observations makes suggestions that should not go unheeded.

There is no systematic medical examination of emigrants at any port. Some of the steamship lines require their surgeons to make a preliminary examination which, however, in no case compares with the examinations made at New York by the officers of the Marine Hospital Service, as the purposes are entirely different, that of the steamship company being to pass all that can be passed, while the purposes of the Marine Hospital inspection are to report all cases that are likely to become

*Annual Report of the Supervising Surgeon-General of the Marine Hospital Service for the year ending June 30, 1890.

a public charge. Recently fifteen insane persons and eleven idiots were reported to the Superintendent of Emigration by the medical officer at New York ; but, as the law does not allow the Superintendent the right to exclude immigrants, but only to submit such cases to the Collector, they are in some instances taken before the courts on a writ of *habeas corpus*, and, with the usual confusion of "expert testimony," a bright and skillful lawyer is nearly always able to secure the landing of any immigrant, provided he is not absolutely a raving maniac when brought into the court room. In the case of the 27 defective persons above cited, 4 of the insane and all of the idiots were permitted to land !

Dr. Hamilton is of opinion that, as the admission or rejection of an immigrant is a national affair, such suits should by law be required to be conducted in the United States Courts rather than in local courts, more or less subject to local influences. There is no country in the world in which citizenship is so cheaply obtained as in the United States—"the asylum of the oppressed," but he does not think that the founders contemplated that the country should wholly degenerate into an asylum and little else. The general question of restrictive measures is one of the most important that can be considered ; and, viewed from an American standpoint there is no doubt that the welfare of the country demands greater restrictions than the present laws seem to be able to furnish, not less in the interest of those now on the soil than in that of the natural born citizen.

It is a fact, says Dr. Hamilton, that most foreign countries do not encourage emigration to the United

States, or, if it is encouraged, it is of a class they can well afford to spare. It is not the successful merchant and the skillful artisan that emigrate. On the contrary, the man who fails, the class of criminals whom the authorities give "so many days to leave the town," the persons without employment, are those who naturally desire to emigrate. To these must be added that large proportion of emigrants who now come to join friends and relatives. It is the settled policy of most foreign governments to encourage the emigration to their own colonies of such intending emigrants as are desirable additions to the population. The vast number of 2,666,276 foreign people introduced into our political organization within the last six years, most of whom are entirely ignorant of our traditions, customs and laws, cannot be viewed without concern and apprehension.

Mr. Lodge of Massachusetts recently (December 1) introduced a bill in Congress "to regulate immigration." Its principal provisions are: That no alien shall be admitted into the United States who is an idiot, insane, a pauper, or liable to become a public charge, or who has been convicted of a felony or other infamous crime or misdemeanor, or who is a polygamist, anarchist, or nihilist, or who is hostile to the form of government or constitution of the United States, or who is afflicted with any loathsome or contagious disease, or who has entered into any contract to perform labor or service for any person, firm or company, or corporation. This section not to apply to professors in universities or ministers of the Gospel. That no alien shall be admitted into the United States without the certificate of

a consul or diplomatic representative, applied for at least three months prior to embarkation, setting forth that the holder is not obnoxious to any law of the United States in regard to immigration, that he is a person of good character and reputation, receives no assistance to enable him to emigrate, that he is self-supporting and capable of supporting a family, if he has any. That, if over twelve years of age, he can both read and write in his native language, and can read the constitution of the United States either in English or in his native language. That he is physically and mentally sound, in good health, and free from disease or deformity, as certified by a physician in good and regular standing known to the consul. It is made the duty of the consul or diplomatic representative to inquire into the character of each applicant and to require proof of all the facts certified; and any fraudulent issue of such certificate shall be punished by a fine of \$1,000 in each case. The applicant shall pay \$2.00 for such certificate.

That upon the arrival at any port of entry or other place of any citizens or subjects of any foreign government it shall be the duty of all commanders, officers and agents of the particular vessel, railroad train, or other vehicle of transportation, to report the name, number, nationality, and condition of every such passenger, before any of them are landed, to the Collector of the Port, who shall cause an inspection of all such passengers and examine their certificates. In cases of delay or detention such foreign persons shall be properly housed, fed and cared for. That every person, vessel, railroad, steamship, or transportation company, shall make sworn return of the immigrants

brought by them, and shall pay five dollars to the Collector for each immigrant brought by them to the United States. No vessel shall transport on any one voyage more than the proportion of one passenger to every five registered tons of such vessel. Immigrants not holding consular certificates shall be returned by and at the expense of the vessel which brought them here.

The Circuit and District Courts of the United States are invested with full jurisdiction of all causes, civil and criminal, arising under the provisions of this act; and no State court or court of the United States shall admit to citizenship any person, who by the provisions of this act is not permitted to come to or land in the United States, or who does not hold a consular certificate. The Secretary of the Treasury is charged with the duty of supervising immigration, and of regulating all matters pertaining thereto.

MOUNT ST. ELIAS EXPEDITION.—Mr. I. C. Russell, chief of the Mount St. Elias expedition, and Mr. Mark B. Kerr,* the topographer, have made their reports to the National Geographic Society on explorations carried on last summer. These reports form a very interesting chapter in the year's record of scientific exploration. The work planned for the expedition was to make a topographical map of the region between Yakutat Bay and Mount St. Elias, and to study the glaciers and geology of the region. Mr. Russell, it will be remembered, traversed the Yukon region in 1889, the account

*The substance of these remarks is largely, and for the most part in the exact words of Mr. Russell, as addressed to a public audience in Washington on the evening of November 26, and of Mr. Kerr, as addressed to the National Geographic Society, at a meeting held November 28, to which the public was invited.

of that expedition being in the A. G. S. BULLETIN for March, 1890.

The party, consisting of nine, left Seattle, June 17, arriving at Sitka on the 24th. On the 26th they reached Port Mulgrave. From this point, on account of shoal water, surf and inclement weather, the journey was made in small boats until a landing was effected on the 30th, on the north shore of Yakutat Bay. The party camped at the base of a rugged mountain range trending south-east and north-west, separated from the sea by a low, densely wooded plateau, some thirty miles broad. One of the most interesting excursions made from the camp, says Mr. Russell, was a canoe trip to an island near the head of Yakutat Bay, which rises more than a thousand feet above the water, and furnishes an unobstructed view of the encircling mountains. At the immediate head of the bay one of the grandest glaciers of Alaska comes down to the water, and ends in a magnificent line of ice cliffs several miles in length and hundreds of feet high. A few miles inland is a towering snow-covered mountain peak from which this glacier derives its snow and ice. The mountain and the glacier were named in honor of the President of the National Geographic Society—Hon. Gardiner G. Hubbard.

On the north shore of Yakutat Bay, Mr. Kerr selected a base line across the moraine, 3,850 feet in length. The base was measured, Mr. Kerr says, very carefully twice by steel tape, stretched in 50-foot tangents from the top of one stake to the top of the next one, and each stake driven a uniform depth into the ground. The difference of elevation between the two ends was 49 feet, and the correction in reducing the line to the horizontal was

0.24 feet. The difference in the two measurements was three inches, and the intersection was perfect on the top of the tent near the bay shore, from stations W. B., Crater, Dome, and Yakutat, thus checking the measurement. The alignment was made by the transit instrument, and the elevations were taken by angulation and by cistern barometer. The instruments used in the work of the survey were transit, gradienter, sextant, cistern barometer, aneroid, and prismatic compass. Mr. Kerr was engaged until July 6th, in measuring the base line, extending triangulation and making a general topographic map. On the 5th of July, he took his first sights of Mounts Saint Elias and Cook, and by rough calculation found the heights to be 13,950 and 11,030 feet respectively.

The journey inland was found to be extremely difficult on account of the dense vegetation that covered all the lower slopes, and the rugged character of the glaciers, which for most of the way were either crevassed or covered by dirt and stones. The way to Mt. Saint Elias led along the borders of one of the largest glaciers in the world, of the Piedmont type,—a living illustration of the character of the continental ice sheet, that formerly covered all of New England and a large portion of Canada. It is hundreds of square miles in extent, and is fed by ice streams from the mountains of such volume that it has actually displaced the ocean. A little island formed of moraine materials, rising through the glacier, was named Blossom Island, on account of the beauty and luxuriance of the flowers that grew everywhere upon it, and this spot was chosen as a base camp from which expeditions were made to the higher

mountains. A pass leading westward was found near the head of a glacier which descends from the western slope of Mount Cook. It has an elevation of about 4,000 feet above the sea, and was called "Pinnacle pass." Descending this western slope another great glacier reaching far inland to the north of Mount Cook was reached, and named "Seward Glacier." Beyond the Seward glacier another opening named "Dome pass" was reached, leading westward. Crossing this pass, and descending, another floating river of ice was met, and the route of the explorers led up this glacier to the northern base of the immediate summit of Mount St. Elias.

The highest point was reached August 22d. All the difficult places and large crevasses had been passed, and about 2,000 feet remained to the summit of the divide. This saddle between St. Elias and a peak next was called Newton. It is about 11,500 feet high, and a clear slope of hard snow reaches without a break to the top of the mountain, about 4,000 feet above the saddle. At an elevation of 9,500 feet it began storming, and before morning four feet of snow had fallen. The party moved to a lower camp, finding their way with great difficulty through the storm of snow and wind. A second effort was made to reach the peak, but another snow storm more severe than the first was encountered. The attempt to reach the summit of Mount St. Elias was abandoned and the expedition returned to Blossom Island, after living thirty-five days above the snow line. Mr. Kerr obtained five determinations for the altitude of the mountain, which place it at 15,350. The expedition returned to Yakutat Bay about the

20th of September, and reached Port Townsend October 2d.

The results of the expedition include the discovery of a thoroughly practicable route by which the summit of the mountain can be reached ; accurate measurements of glaciers and their rate of motion ; geologic studies of great interest ; and a contour and topographic map of a hitherto unknown region more than a thousand square miles in extent. Fossil plants and shell-fish were discovered 4,500 feet above the sea-level. The elevations of all the mountains of the region explored were found to be less than had formerly been supposed. St. Elias is not an ancient volcano as has been reported by sea captains, but is formed of sedimentary rocks. The peak is the end of a roof-like ridge, in which the rocks dip north-east. Mr. Russell says that the appearance of smoke which has been observed is doubtless due to the mist and dust caused by the great avalanches of rocks, which sometimes come down the mountain sides. The geographical position of Mount St. Elias is placed in latitude 60° 12', longitude 140° 46'. The heights in feet of various peaks are given as follows : Augusta, 13,105 ; Cook, 12,370 ; Vancouver, 9,884 ; St. Elias, 15,350.

TABLE OF DETERMINATIONS OF MOUNT ST. ELIAS.

Date.	Authority.	Height in feet.
1786	La Pérouse.....	12,672
1791	Malaspina.....	17,851
1847	Russian Hydro. Chart.....	17,854
1847	Tebenkoff.....	16,938
1849	Buch, <i>Canarische Inseln</i>	16,758
1872	English Admiralty Chart.....	14,976
1874	U. S. Coast Survey.....	19,500
1890	Nat. Geographic Society.....	15,350

If this expedition had arrived at its highest point ten days earlier, the summit of Mount St. Elias would undoubtedly have been reached.

The Secretary of War in his annual report calls attention to the advisability of further and more complete explorations of the interior of Alaska. He says :

“ Three or four reconnoissances have been made by officers of the army through portions of the territory, and the courses of several of its great navigable rivers have thus been determined. These expeditions, however, were inadequately prepared for the work of exploration, the journeys were necessarily made in very great haste and were confined to the rivers. No systematic exploration of the interior has ever been attempted by the government, and the topography, resources and capabilities of Alaska are practically unknown. In order to obtain exact and trustworthy information concerning this territory I have approved a proposition to organize a thoroughly equipped expedition to make a systematic exploration and survey of Alaska. The duty will be undertaken by competent officers and men with, in my opinion, a fair prospect of important results. I recommend that a sufficient appropriation be made by Congress for carrying the plan into effect.”

The Superintendent of the Coast and Geodetic Survey has had telegraphic communication, by way of San Francisco, from the two parties on the upper Yukon and Porcupine rivers, engaged in surveying the boundary line between Alaska and the British possessions. Mr. Turner, the chief of the Porcupine River party, completed his work on the 141st meridian last spring, and reached St. Michaels, where he will winter, August

20th. Mr. McGrath will spend the winter on the upper Yukon completing his astronomical observations. This is the first news from Turner since January last. Detailed reports have not yet come to hand.

Mr. Ivan Petroff has already travelled over 12,000 miles in Alaska on the work of collecting statistics for the Eleventh census. The schedules used cover the following subjects: White or civilized population; Native population; Churches, schools, canneries and fishing; Trade and commerce; Gold and silver mining; Coal mining. The enumeration is nearly completed, but the returns have been received only in parts; those from several interior districts cannot be obtained until next spring.

H.